

**Program Executive Office (PEO)
Standard Army Management
Information Systems (STAMIS)**



**INTERFACE AGREEMENT
Transportation Coordinators' Automated Information
for Movement System II (TC-AIMS II)
And
Cargo Movement Operations System (CMOS)**

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INTERFACE AGREEMENT

BETWEEN TC-AIMS II and CMOS

1. General

1.1 Purpose.

The purpose of this Interface Agreement (IA) is to define and establish the functional and physical interface between the U.S. Air Force Cargo Movement Operations System (CMOS) and the Transportation Coordinators' - Automated Information for Movement System II (TC-AIMS II). This interface agreement is an internal agreement between the two systems, which comprise TC-AIMS II (Unit Move) and CMOS. This interface is a method of data exchange that will be used until the integrated TC AIMS II is completed.

1.2 Scope.

This interface agreement applies to Services' functional proponents, software developers, operators, users, and other agencies involved with the transfer of data between CMOS and TC-AIMS II Unit Move. This IA encompasses requirements pertaining to data, physical and logical interface, communications, service levels, and security.

1.3 Functional Requirement.

This interface agreement establishes a two-way data exchange of shipment Transportation Control Number (TCN) related data from TC-AIMS II Unit Move to CMOS and vice versa. TC-AIMS II Unit Move will pass shipment requests in the form of TCMD data to CMOS. This data will be formatted according to MILSTAMP TCMD standards with exceptions. CMOS will pass shipment notice data back to TC-AIMS II. The shipment notice will be formatted to allow the data to be read into the unit move database.

1.4 Interface Overview.

Data records to be exchanged will be prepared in an embedded SMTP E-mail message (not as an attachment). The Defense Information Systems Network (DISN) will be used to exchange files using simple mail transfer protocol (SMTP). In the event CMOS and TC-AIMS II facilities are collocated, e-mails may be exchanged over the garrison LAN. Connectivity will be determined by locally available telecommunications capability (e.g., LAN, WAN, CMOS, and routers, provided by the garrison Director of Information Management (DOIM)/ Communications System Officer (CSO)/ Information Systems Management Officer (ISMO)).

1.5 Designated Approval Authority (DAA).

1.5.1 TC-AIMS II.

Program Executive Office (PEO) Standard Army Management Information Systems (STAMIS)

1.5.2 CMOS.

Executive Director Standard Systems Group, Authority/date: PMD 5272 (6)/PE#3861Of, 5 Aug 94

1.6 Responsibilities.

1.6.1 TC-AIMS II Project Manager.

The TC-AIMS II Joint Project Management Office (JPMO) will incorporate into TC-AIMS II the functionality in the PEO STAMIS Operational Requirements Document (ORD) to include the capability to export the data files described in Appendix A and import and process CMOS data files described in Appendix B.

1.6.2 CMOS Project Manager.

The CMOS Project Management Office (PMO) will provide software to create shipment records in outbound freight (surface or air) for unit movement. The software will provide in-check of cargo, verify data completeness and cargo readiness, obtain commercial rating (from CFM, if required), send ATCMD clearance data to air or water ports, and manifest the cargo for shipment. Additionally, the CMOS PMO will include the capability to import the data files described in Appendix A and export the data files described in Appendix B.

1.7 Procedural and System Changes.

1.7.1 General.

During the life cycles of CMOS and TC-AIMS II, the PMO of either system may discover new or changed operational requirements that will affect this interface. All affected parties will be notified in writing 120 days prior to implementing the proposed/required change(s). Notification will clearly describe the intended change(s) and will identify transaction changes that will affect the interface between CMOS and TC-AIMS II. The party making the change will initiate the required notification.

1.7.2 Regulatory Changes.

If a procedural change is the result of a Service or Agency regulatory change, both parties to the IA will mutually agree on the implementation actions and an effective date.

1.7.3 Functional or Technical Changes.

Changes that result in functional, technical, or procedural changes, or changes to standard data tables and elements affecting only one system will be initiated by the responsible PMO. That Systems' PMO will propose a mutually acceptable implementation date for the change(s).

1.7.4 Year 2000 (Y2K) Compliance.

The April 1997 DoD Year 2000 Management Plan directs system developers and maintainers, along with the system's functional proponent, to certify and document each systems Year 2000 (Y2K) compliance. The TC-AIMS II software suite will be certified Y2K compliant. The CMOS software suite is certified Y2K compliant. The interface exchange data requires Y2K compliance.

1.7.5 Modifications.

Upon agreement, all modifications to this interface will be documented herein and recorded on the change sheet. Revised page(s) will be produced and the IA signed and dated by all concerned parties.

1.8 Life Cycle Maintenance.

This agreement will be reviewed and augmented, as required.

2. TC-AIMS II Attributes

2.1 System Attributes.

The TC-AIMS II is a top-down directed program aimed at addressing a critical shortfall in the movement of material and personnel in support of DoD transportation operations as defined in the TC-AIMS II Mission Need Statement (MNS). TC-AIMS II falls within the DoD mission area supporting Mobility/Transportation of the DoD Personnel and Cargo. TC-AIMS II will provide unit mobility and Installation Transportation Office/Transportation Movement Office (ITO/TMO) throughout DoD with a single, effective, and efficient Automated Information System (AIS) which provides transportation management of unit movement, passengers, and cargo during day-to-day operations within the Defense Transportation System (DTS).

The TC-AIMS II system is the result of a joint effort of the US Armed Forces and the Joint Project Management Office (JPMO) headed by the US Army as the Executive Agent. TC-AIMS II provides automated support to functions performed by Unit Movement Officers (UMOs) and Installation Transportation Offices (ITOs/TMOs), who previously used a variety of Service automated systems and manual processes. TC-AIMS II goal is to improve and expedite unit movements and Transportation Operating Agency (TOA) actions, providing timely and accurate information for use at all Joint Deployment Communities (JDCs) command levels in support of CONUS (Continental United States), OCONUS (Outside the Continental United States) and in theater RSO&I (Reception, Staging, Onward Movement and Integration) operations.

The TC-AIMS II system includes software and processes installed on Service provided hardware that supports unit movement and sustainment transportation functions, as well as provides access to various load planning functions. These functions are available to the TC-AIMS II user from a client/server network or stand-alone configuration at the unit/installation level whether in-garrison or deployed. Processing, tracking, and reporting of data from TC-AIMS II will be available to decision-makers at various command levels via the In-transit View (ITV) capability of the Global Transportation Network (GTN).

2.2 Hardware.

The TC-AIMS II program is designed to operate on hardware provided by the Services in both client/server and standalone configurations. The client and standalone workstation hardware platforms require a Pentium II computer or higher with 64 MB of RAM and 4 GB hard disk. The server requires a Pentium II processor or higher with 256 MB RAM and 5GB hard drive.

2.3 Software.

TC-AIMS II workstation and standalone platforms run under MS Windows NT (Workstation) supporting a Sybase relational database. The server configuration runs under MS Windows NT (Server) supporting a Sybase relational database.

2.4 Interface Attributes.

2.4.1 Procedures.

TC-AIMS II will send shipping requests to the CMOS system for movement of cargo that is beyond the capability of the Unit to move. This interface addresses deployment (increment) cargo only. The day-to-day (peacetime) cargo movement will be addressed utilizing other methods such as the DD Form 1149.

The interface attempts to capture as much TCMD data as possible. This will optimize the ITO shipping function, thereby moving deployment cargo quicker and more efficiently. The TC-AIMS II user will initiate the data exchange and the TC-AIMS II system will create the data file. The user is then responsible for delivering the data to the ITO CMOS System.

2.4.2 Data Exchange.

The intended method of data exchange for this interface is by means of SMTP E-mail. The data will be in the form of an embedded E-mail message (not as an attachment) without encryption. The E-mail message will be sent to cmosdata@<domain name> CMOS account. The Movement Coordination organization will obtain the CMOS server domain name from their local ITO office. CMOS will return shipment notification via the same method.

2.4.3 Priority.

The processing priority for this interface is routine.

2.4.4 Communications.

The intended method of data exchange for this interface is by means of SMTP E-mail. The data will be in an embedded SMTP E-mail message (not as an attachment) without encryption. SMTP addresses for Unit Movement organizations and the Movement Control function will be created within the units. This address will be included in the interface header record (see appendix A) which is transmitted to CMOS. The Unit Movement organizations will also obtain the CMOS server domain name from their local ITO office in order to transmit the shipment request to CMOS.

2.4.4.1 Communication Verification.

The communication software includes verification and notification modules to provide the sender notification of successful/non successful file transfer. Recovery from file transfer problems is built into the various communications protocols. If these built-in recovery functions do not result in successful completion, retransmission of the entire file is required.

2.5 Service Levels.

No service levels for this interface will be established. Data will be passed on an as required basis. No special processing is required.

2.6 Points of Contact.

2.6.1 Functional.

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2.6.2 Technical, Communications and Security.

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2.7 Security.

TC-AIMS II is an unclassified system containing Sensitive But Unclassified (SBU) information. TC-AIMS II will operate in the systems high mode in accordance with a C2 level of accreditation based on the DoD 5200.28-STD. The TC-AIMS II architecture has been designed with protective mechanisms that ensure the data confidentiality, integrity and availability of the data being transmitted including:

- Data transmissions to and from TC-AIMS will be monitored by means of an automated audit trail.
- Safeguards will protect data from virus or malicious logic.

2.8 System Problems.

The JPMO will maintain a Help Desk system to coordinate and resolve system problems referred from the services. The Help Desk will provide a single-track problem resolution interface with the software developers as outline in the ILSP.

2.9 Data Requirements.

TC-AIMS II will create an embedded E-mail message containing one or more interface messages. Each message will consist of a set of records, reflected in Appendix A, for transmission to CMOS. A message will be contained in one E-mail message (i.e., will not be split between two E-mail messages and not as an attachment). A message will consist of the following record ordering.

UMH record

U_0 or U_1 record

Applicable Trailer Records (U_5, 6, 7, 9) for the above U_0 or U_1 record

All records will be fixed length as specified in the record layouts in Appendix A. TC-AIMS II (Unit Move) will blank fill any of the optional fields if the data is not available. Character values (Alphabetic and Alphanumeric) will be left justified and right padded with blanks. Numeric values will be right justified and left padded with zeros.

2.9.1 Standard TC-AIMS II Header (UMH) Record (Appendix A, Table A-1).

This record contains file creation and destination information. This record is included for each message sent to CMOS.

2.9.2 Prime TCMD (U_0/1) Record (Appendix A, Table A-2).

This record contains detailed information for a single shipment unit.

2.9.3 Outsized Dimensions (U_5) Record (Appendix A, Table A-3).

This record contains detailed information for a single shipment unit that is outsized or a government vehicle, trailer, wheeled gun, or aircraft.

2.9.4 Hazardous/NON-Hazardous Materials Trailer Data (U_6) Record (Appendix A, Table A-4).

This record contains detailed information for a shipment unit that contains ammunition, hazardous materials, IMCO classification, or stock number and nomenclature.

2.9.5 Explosives and Dangerous Articles (U_7) Record (Appendix A, Table A-5).

This record contains detailed information for a shipment unit that contains ammunition or explosives.

2.9.6 Miscellaneous Trailer Data (U_9) Record (Appendix A, Table A-6).

This record contains detailed information about the shipment unit that is not otherwise identified in the prime TCMD or other preceding trailers.

3. CMOS Attributes.

3.1 System Description.

CMOS is a combat support system that automates and streamlines installation level cargo movement processes for both peacetime and deployment/contingency cargo. Workstations in ITO/TMO functional areas support one-time data capture for the preparation of documentation for all modes of shipment. The specific functional areas supported are the receipt (inbound and outbound), preparation and movement of cargo, the reporting of movement to command and control elements for in-transit visibility (ITV), and military airlift passenger travel. The receipt function covers originating cargo destined for outbound shipment and inbound cargo destined for local installation or onward movement. The preparation function covers shipment planning, packing, packaging, and preservation of material generated for the installation supply account or other units for outbound movement. The movement function involves shipment planning, loading cargo on the designated conveyance, generating the required movement documentation, and furnishing movement data. The electronic reporting of cargo movement makes CMOS a vital component of the logistics community's effort to provide in-transit asset visibility.

3.2 Hardware.

The CMOS system network servers are Hewlett-Packard HP 9000D (or 350D) with the Hewlett Packard UNIX (HP UX) operating system. The client hardware platforms are model 486 or higher IBM compatible PCs for the Windows95 operating system.

3.3 Software.

The CMOS client runs under a Windows 95 environment and the server configurations runs under a Hewlett-Packard UNIX (HP UX version 10.20) and an Oracle relational database version 7.2.3.

3.4 Interface Attributes.

3.4.1 Procedures.

CMOS will import the data contained in the TC-AIMS II shipping requests which was received by the cmosdata@<domain_name> account. When the shipment request is processed and released by the ITO/TMO, the CMOS software will send a Shipment Notice to the Unit Move users. The Shipment Notice is defined in Appendix B. This message will be transmitted to the Movement Coordination organization associated with Unit Identification Code (UIC) of the Transportation Control Number (TCN). The Shipment Notice message is based upon Movement Document number.

3.4.2 Data Exchange.

Data transfer will be accomplished using an embedded SMTP E-mail message (not as an attachment) without encryption. The E-mail address that was identified in the Unit Move Header Record (UMH) of the original shipment request will be used to determine where the Shipment Notice is returned.

3.4.3 Priority.

The processing priority for this interface will default to routine.

3.4.4 Communications.

The intended method of data exchange for this interface is by means of SMTP E-mail. The data will be in an embedded SMTP E-mail message (not as an attachment) without encryption. SMTP addresses for Unit Movement organizations and the Movement Control function will be created within the units. This address will be included in the interface header record (see appendix A) which is transmitted to CMOS. The Movement Coordination organization will also obtain the CMOS server domain name from their local ITO office in order to transmit the shipment request to CMOS.

3.4.4.1 Communication Verification.

CMOS error handling attempts to load all records. If invalid fields/columns are encountered, they will be nulled if possible. This will allow the basic record to load into the system. If major errors occur that prevent loading the record, an error log entry will be created. The ITO and Unit Movement users will manually resolve issues and create the record manually (or correct the file and re-submit the affected records).

3.5 Service Levels.

No service levels for this interface will be established. Data will be passed on an as required basis. No special processing is required.

3.6 Points of Contact.

3.6.1 Functional and Technical.

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3.6.2 Security and Communications.

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3.7 Security.

Data exchanged through this interface have been established as sensitive but unclassified (SBU) and will be controlled using Service and local Security Office procedures.

CMOS has been provided an interim C2 (SBU) accreditation by HQ USAF/ILT until May 1999 or until the accreditation of Version 4.3, whichever is earlier. Data can be encrypted with 3DES; however, this interface will not utilize this capability.

3.8 System Problems.

Problems encountered will be resolved by the local System Administrator or forwarded to CMOS PMO for resolution.

3.9 Data Requirements.

CMOS will create an embedded E-mail message containing one or more messages for each Movement Coordination organization, which had cargo on the released manifest. Each message will consist of the records, as reflected in Appendix B, for transmission to TC-AIMS II Unit Move. A shipment notice message will be contained in one E-mail message (i.e., will not be split between two E-mail messages and not as an attachment). A shipment notice message consists of the following record ordering.

UMN

UMT- Repeated for each TCN on the manifest

All records will be fixed length as specified in the record layouts in Appendix B. CMOS will blank fill any of the optional fields if the data is not available. Character values (Alphabetic and Alphanumeric) will be left justified and right padded with blanks. Numeric values will be right justified and left padded with zeros.

The CMOS version used for this interface is MILSTAMP compliant with exceptions. The structure of the CMOS software and database procedures is designed to expect certain MILSTAMP compliant data. Assumptions a, b, c, d, e, f, and g relate to the fact that CMOS is designed to accept MILSTAMP compliant data.

- a. Transportation Control Numbers (TCN) will be constructed in accordance with DoD 4500.32R, Appendix G for unit move support.
- b. Unit move TCNs for a Plan ID will contain a zero (0) in position 15 in accordance with DoD 4500.32R.
- c. Each unit move consolidated pallet load; vehicle (loaded or empty); multiple vehicles combined as an integral unit (e.g., nested trailers); and CONEX, MILVAN, SEAVAN is a shipment unit. Each will be documented as a single shipment per DoD 4500.32R, Appendix G, paragraph 3a.
- d. Duplicate TCNs will not be submitted to CMOS within a single unit move Plan ID. If the Plan ID is deployed a second time, CMOS has procedures to remove the original TCNs and allow the "duplicates" to be processed again.
- e. The DODAAC values in the shipment request records will only contain DODAACs not UIC values.
- f. Unit Move TCMD data will have the correct second character in the Document Identifier Code (DIC) field. See DoD 4500.32R, Appendix F6.
- g. MILSTAMP Project Code data will be 3AN in accordance with DoD 4500.32R.
- h. The Unit Identification Code (UIC) contained in the Shipment Request Header Record (Appendix A) will apply to all TCNs in the file.
- i. The Deployment Plan Identifier (Plan ID) will be 5AN and will match the CMOS data element DSOE_ID.
- j. Movement Coordination Organization will identify the Plan Ids that will be utilized during a deployment and provide them to the ITO/TMO. The ITO/TMO will be responsible for loading the Plan Ids into the CMOS system.
- k. The personal property TCMD record (U_8) will not be submitted via this interface.
- l. This interface is for deployment cargo movement only. Peacetime/Day to Day cargo movement will not be handled by this interface. Other programs such as the DD1149 program will be used to send the Day to Day cargo movement to the ITO/TMO.
- m. If the DEPLOYMENT/EXERCISE IND field in the U_0 or U_1 record is set to "E" for Exercise, the TCN records will be loaded into the CMOS Exercise database as Unit Movement cargo. If it is set to "D" for Deployment, the records will be loaded into the CMOS Active database as Unit Movement cargo.

- n. Each Movement Coordination Organization will only have one return address. CMOS will use the return address for the latest message as the return address for all the Shipment notices.
- o. The UIC contained in the U_0 or U_1 record will be associated with the Movement Coordination organization provided in the UMH record. A UIC will be associated to only one Movement Coordination organization.
- p. The Consignee Address information provided in the UMH record will be used for all TCNs contained in the message.

3.9.1 Shipment Notice (Unit Move Manifest) Record (Appendix B, Table 1).

This record contains manifest data (GBL, truck manifest, etc.) that will allow the Unit Movement user to monitor their cargo. It contains data such as shipping date, GBL number, etc.

3.9.2 Shipment Notice (Unit Move TCNS) Record (Appendix B, Table 2).

This record contains TCN data as it relates to the Unit Move Manifest record. There will be a Unit Move TCN record for each Unit Move TCN on the manifest.

Appendix A, TC-AIMS II to CMOS File Structure and Record Layout Information

Table A-1, Standard TC-AIMS II Unit Move Header (UMH) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	“UMH”	M
DATE/TIME GROUP	4 – 17	14	A/N	YYYYMMDDHHMISS	M
INSTALLATION DODAAC	18 – 23	6	A/N	DODAAC of the Movement Coordination Organization sending the message	M
INSTALLATION NAME	24 – 73	50	A/N	Name of the Installation sending the message	M
RETURN ADDRESS	74 – 201	128	A/N	The account and domain address of the installation identified above. This will be used to return status of shipment. Assume only one return address per Installation. Example: bjones@ssg.gunter.af.mil	M
CONSIGNEE ADDRESS	202 – 236	35	A/N	Address of the Consignee. Will be used for all TCNs contained in the message.	M
CONSIGNEE CITY	237 – 261	25	A/N	City of the Consignee. Will be used for all TCNs contained in the message.	M
CONSIGNEE STATE/COUNTRY	262 – 263	2	A/N	State/Country Code of the Consignee. Will be used for all TCNs contained in the message.	M
CONSIGNEE ZIP	264 – 273	10	A/N	Zip Code of the Consignee. Will be used for all TCNs contained in the message.	M
M = Mandatory field O = Optional field A = Alpha N = Numeric					

Table A-2, Prime TCMD (U_0/1) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	U_0 or U_1. The 2nd position is variable as defined in MILSTAMP Appendix F8.	M
MILSTAMP CONTAINER NO.	4 – 8	5	A/N	Required if the cargo is in a container.	O
CONSIGNOR DODAAC	9 – 14	6	A/N	Will default to the ITO host DODAAC if null.	O
COMMODITY/SPECIAL HANDLING CODE	15 – 19	5	A/N	For Air, enter 2-digit air commodity code in positions 18-19. For Water, enter the 5-position commodity code.	O
AIR DIMENSION CODE	20	1	A/N	Position 20 is only used for Air Shipments.	O
POE	21 – 23	3	A/N		O
POD	24 – 26	3	A/N		O
MODE	27	1	A/N		O
TYPE PACK	28 – 29	2	A/N		O
TCN	30 – 46	17	A/N		M
CONSIGNEE DODAAC	47 – 52	6	A/N		M
TRANSPORTATION PRIORITY	53	1	A/N		O
RDD	54 – 56	3	A/N	DDD and MILSTAMP special values.	O
MILSTRAP PROJECT	57 – 59	3	A/N		O
TAC	60 – 63	4	A/N		M
PIECES	64 – 67	4	A/N	See Note 1. Increment cargo will be one piece.	M
WEIGHT	68 – 72	5	A/N	Pounds, See Note 1	M
CUBE	73 – 76	4	A/N	Cubic Feet, See Note 1	M
UIC	77 – 82	6	A/N	Unit Identification Code	M
UNIT NAME	83 – 132	50	A/N	Unit Name	M
PLAN ID	133 – 137	5	A/N	Must already exist in the CMOS MOB_DFLT table.	M
CHALK	138 – 141	4	A/N	First three characters must be numeric. The fourth character, if used, must be alpha (e.g. 021A). Will be ignored if Plan ID is blank.	O
DEPLOYMENT/ EXERCISE IND	142	1	A	D or E. Indicates if this is a real deployment (D) or an exercise (E). Required if Plan ID is provided.	M
M = Mandatory field O = Optional field A = Alpha N = Numeric Note 1: Reference MILSTAMP for alternative piece/weight/cube construction for values larger than size of field.					

Note 2: The Plan ID and the Deployment/Exercise indicator work together. The following table provides conditions based on possible options.			
		Plan ID Provided	Plan ID Null
	Deployment/Exercise Indicator Provided	Deployment cargo. Will be loaded in Active or Exercise based on indicator and existence of Plan ID in MOB_DFLT. If match of Plan ID and indicator does not exist in the MOB_DFLT table, file will not be processed (Error).	Error. File not processed.
	Deployment/Exercise Indicator Null	If the Plan ID exists in MOB_DFLT, then the indicator defined in the MOB_DFLT T table will be used and file will be processed according to the indicator. If the Plan ID does not exist in MOB_DFLT, then file will not be processed (Error).	Error. File not processed.

Table A-3, Outsized Dimensions (U_5) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	AN	U_5	M
MILSTAMP CONTAINER NO.	4 – 8	5	AN	See Note 1	O
CONSIGNOR DODAAC	9 – 14	6	AN	See Note 1	O
COMMODITY/SPECIAL HANDLING CODE	15 – 19	5	AN	See Note 1	O
AIR DIMENSION CODE	20	1	A	See Note 1	O
POE	21 – 23	3	AN	See Note 1	O
POD	24 – 26	3	AN	See Note 1	O
MODE	27	1	AN	See Note 1	O
TYPE PACK	28 – 29	2	AN	See Note 1	O
TCN	30 – 46	17	AN	See Note 1	M
CONSIGNEE DODAAC	47 – 52	6	AN	See Note 1	M
TRANSPORTATION PRIORITY	53	1	N	See Note 1	O
ITEM LENGTH	54 – 58	5	N	INCHES	M
CONSTANT	59	1	A	“L”	M
ITEM WIDTH	60 – 62	3	N	INCHES	M
CONSTANT	63	1	A	“W”	M
ITEM HEIGHT	64 – 66	3	N	INCHES	M
CONSTANT	67	1	A	“H”	M
OUTSIZED PIECE NO.	68 – 71	4	AN	See Note 2. Use No. of pieces to which dimensions apply and weight/cube of one piece.	M
OUTSIZED PIECE WEIGHT	72 – 76	5	N	Pounds, See Note 2	M
OUTSIZED PIECE CUBE	77 – 80	4	N	Cubic Feet, See Note 2	M
The following applies for government vehicles, wheeled guns, and aircraft:					
WHEELED PIECE MODEL NBR	9 – 14	6	A/N		M
BII CONSTANT	15 – 17	3	A/N	"BII"	M
BII PIECES	18 – 19	2	N		O
WHEELED ID NO.	68 – 80	13	A/N	Serial number. Bumper number will be included in a T_9 record.	O
M = Mandatory field O = Optional field A = Alpha N = Numeric					
Note 1: Enter value from prime record (U_0 or U_1).					
Note 2: Reference MILSTAMP for alternative piece/weight/cube construction for values larger than size of field.					

Table A-4, Hazardous/NON-Hazardous Materials Trailer Data (U_6) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	U_6	M
MILSTAMP CONTAINER NO.	4 – 8	5	A/N	See Note 1	O
AMMUNITION ROUND COUNT	9 – 14	6	A/N	Required for Ammunition Shipments. For Non-Ammunition Shipments, leave positions 9-14 blank.	O
COMMODITY/SPECIAL HANDLING CODE	15 – 19	5	A/N	See Note 1	O
BLANK	20	1	A/N	See Note 1	O
POE	21 – 23	3	A/N	See Note 1	O
POD	24 – 26	3	A/N	See Note 1	O
MODE	27	1	A/N	See Note 1	O
TYPE PACK	28 – 29	2	A/N	See Note 1	O
TCN	30 – 46	17	A/N	See Note 1	M

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
CONSIGNEE DODAAC	47 – 52	6	A/N	See Note 1	M
TRANSPORTATION PRIORITY	53	1	N	See Note 1	O
STOCK NO.	54 – 66	13	N	The NSN or enter NNSN if no national stock number or leave blank.	M
NOMENCLATURE	67 – 80	14	A/N		M
The following applies to hazardous shipments:					
DODIC or "IMO "	67 – 70	4	A/N	For ammunition and explosives, enter the DODIC; for other hazardous, enter "IMO ".	M
UNITED NATION CLASS/DIVISION	71 – 72	2	A/N		M
BLANK	73	1	A/N		M
HAZARDOUS MATERIAL PREFIX	74 – 75	2	A	Either UN or NA.	M
HAZARDOUS MATERIAL ID NO.	76 – 79	4	A/N	The 4 digit UN or NA identification number.	M
IMDG COMPATIBILITY CODE	80	1	A/N	Alphabetic character at the end of the UN Identification number. For other than ammunition and explosive, leave blank.	O
M = Mandatory field O = Optional field A = Alpha N = Numeric					
Note 1: Enter value from prime record (U_0 or U_1).					

Table A-5, Explosives and Dangerous Articles (U_7) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	U_7	M
MILSTAMP CONTAINER NO.	4 – 8	5	A/N	See Note 1	O
LOT NET EXPLOSIVE WEIGHT	9 – 14	6	A/N	Pounds, Decimal values allowed.	M
COMMODITY/SPECIAL HANDLING CODE	15 – 19	5	A/N	See Note 1	O
AIR DIMENSION CODE	20	1	A/N	See Note 1	O
POE	21 – 23	3	A/N	See Note 1	O
POD	24 – 26	3	A/N	See Note 1	O
MODE	27	1	A/N	See Note 1	O
TYPE PACK	28 – 29	2	A/N	See Note 1	O
TCN	30 – 46	17	A/N	See Note 1	M
CONSIGNEE DODAAC	47 – 52	6	A/N	See Note 1	M
TRANSPORTATION PRIORITY	53	1	A/N	See Note 1	O
AMMUNITION LOT NO	54 – 67	14	A/N		M
LOT PIECES	68 – 71	4	N		M
LOT WEIGHT	72 – 76	5	N	Pounds	M
LOT CUBE	77 – 80	4	N	Cubic Feet	M
M = Mandatory field O = Optional field A = Alpha N = Numeric					
Note 1: Enter value from prime record (U_0 or U_1).					

Table A-6, Miscellaneous Trailer Data (U_9) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	U_9	M
MILSTAMP CONTAINER NO	4 – 8	5	A/N	See Note 1	O
BLANK	9 – 14	6	A/N		O
COMMODITY/SPECIAL HANDLING CODE	15 – 19	5	A/N	See Note 1. For Air, enter 2-digit air commodity code in position 18-19.	O
AIR DIMENSION CODE	20	1	A/N	See Note 1. Position 26 is only used for Air Shipments.	O
POE	21 – 23	3	A/N	See Note 1	O
POD	24 – 26	3	A/N	See Note 1	O
MODE	27	1	A/N	See Note 1	O
TYPE PACK	28 – 29	2	A/N	See Note 1	O
TCN	30 – 46	17	A/N	See Note 1	M
CONSIGNEE DODAAC	47 – 52	6	A/N	See Note 1	M
TRANSPORTATION PRIORITY	53	1	N	See Note 1	O
TRAILER CARD MISC. INFO	54 – 79	26	A/N		O
CARD SEQUENCE NO	80	1	N		M
M = Mandatory field O = Optional field A = Alpha N = Numeric					
Note 1: Enter value from prime record (U_0 or U_1).					

Appendix B, CMOS to TC-AIMS II File Structure and Record Layout Information

Table B-1, Shipment Notice (Unit Move Manifest) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	“UMN”	M
INSTALLATION	4 – 9	6	A/N	Installation DODAAC which the message is being sent to.	M
MOVEMENT DOCUMENT NUMBER	10 – 29	20	A/N		M
RELEASED TO CARRIER DATE	30 – 37	8	N	YYYYMMDD	M
EST DELIVERY DATE	38 – 45	8	N	YYYYMMDD, Applies to surface movements	O
MODE	46	1	A/N		M
SCAC	47 – 50	4	A	Applies to surface movements	O
CARRIER NAME	51 – 79	29	A/N	Applies to surface movements	O
MISSION NBR	80 – 91	12	A/N	Applies to air movements	O
DOCUMENT CONSIGNEE	92 – 97	6	A/N	Consignee of the movement document. If cargo was sent to a port, this is the port address. Applies to surface movements.	O
POD	98 – 100	3	A/N	Port of Debarkation. Applies to air movements.	O
DOC DESTINATION ADDRESS	101 – 284	184	A/N	Movement document address information	O
REMARKS	285 – 364	80	A/N	Will contain the Service Codes and RIN Numbers associated with the Movement Document Number.	O
M = Mandatory field O = Optional field A = Alpha N = Numeric					

Table B-2, Shipment Notice (Unit Move TCNs) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
DIC	1 – 3	3	A/N	“UMT”	M
TCN	4 – 20	17	A/N		M
PLAN ID	21 – 25	5	A/N		O
CHALK	26 – 29	4	A/N		O
PIECES	30 – 33	4	N		M
WEIGHT	34 – 38	5	N	Pounds, See Note 1	M
CUBE	39 – 42	4	N	Cubic Feet. See Note 1	M
HEIGHT	43 – 45	3	N		O
LENGTH	46 – 50	5	N		O
WIDTH	51 – 53	3	N		O
CONTAINER TCN	54 – 70	17	A/N		O
VAN TCN	71 – 87	17	A/N	MILVAN/SEAVAN TCN	O
M = Mandatory field O = Optional field A = Alpha N = Numeric					
Note 1: Reference MILSTAMP for alternative piece/weight/cube construction for values larger than size of field.					

Appendix C, Acronyms

Abbreviation	Description
AIS	Automated Information System
CMOS	Automated Air Load Planning System
ASCII	American Standard Code for Information Interchange
CCB	Configuration Control Board
CM	Configuration Management
Chalk	Troops and/or cargo that constitute an aircraft load.
CONUS	Continental United States
CPU	Central Processing Unit
DES	Data Encryption Standards
DISN	Defense Information System Network
DoD	Department of Defense
DOS	Disk Operating System
DTS	Defense Transportation System
GB	Gigabytes
GTN	Global Transportation Network
HP	Hewlett-Packard
IA	Interface Agreement
ILSP	Integrated Logistic Support Plan
ITO/TMO	Installation Transportation Office/ Traffic Management Office
ITV	In-Transit Visibility
JDC	Joint Deployment Community
JPMO	Joint Project Management Office
MB	Megabyte
MS	Microsoft™
OCONUS	Outside the Continental United States
ORD	Operational Requirements Document
PC	Personal Computer
PEO	Program Executive Officer
PMO	Project Management Office
RAM	Random Access Memory
RIN	Routing Instruction Note
RSO&I	Reception, Staging, Onward Movement, and Integration
SBU	Sensitive but Unclassified

Abbreviation	Description
SMTP	Simple Mail Transfer Protocol
STAMIS	Standard Army Management Information Systems
TC-AIMS II	Transportation Coordinators' Automated Information for Movement System II
TCN	Transportation Control Number
TOA	Transportation Operating Agency
UIC	Unit Identification Code
UMO	Unit Movement Office/Officer